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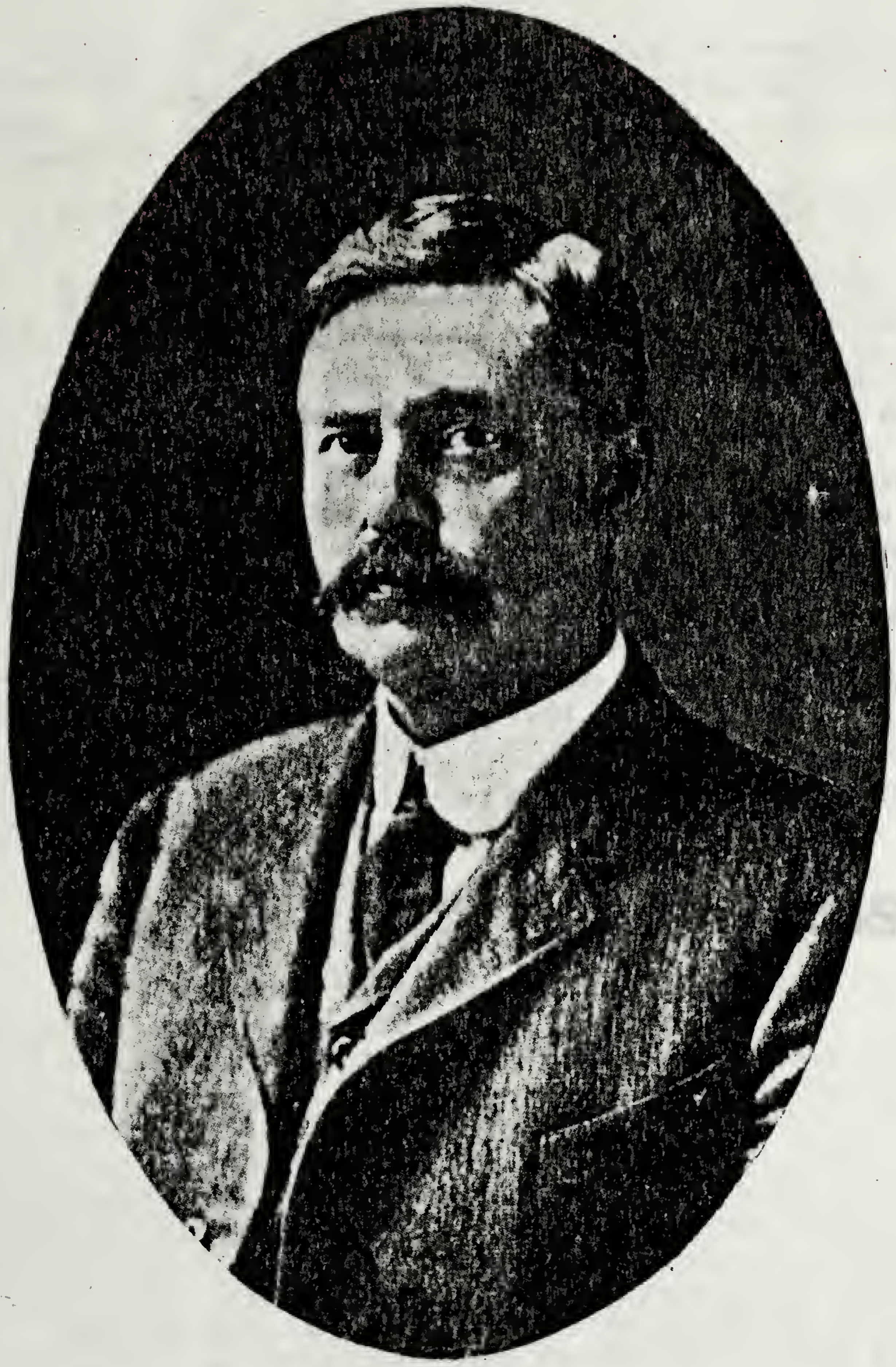
NAPOLEON B. BROWARD,

Candidate for Governor of Florida



Autobiography, Platform, Letter and Short Story
of the Steamer "Three Friends," and a
Filibustering Trip to Cuba.

78 8154 7

There are only a few copies of this booklet in existence. On account of its great historical value it ought to be made available to those who love Florida.

Miss Hortense Broward, the baby sister of Florida's great governor, loaned us her cherished copy. Our instructions to the printer were to reproduce the original as to form and type and photographs as nearly as they can possibly be done thirty-four years after its original publication.

After sending copies to the family of Governor Broward and to the libraries of the different educational institutions in the state, we shall try to place those which are left in the hands of the surviving political soldiers who fought in Broward's army in 1904.

Ruby Leach Carson,
James M. Carson.

Miami, Fla.
July 1, 1938.

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Rec'd Dec 12-1978

Autobiography

I was born on a farm, in Duval county, Florida, April 19, 1857. We went to Hamilton County in 1861, and remained there until 1867, when we returned to the farm in Duval County.

TRACES OF THE CIVIL WAR AT MY OLD HOME

A great transformation had taken place. The houses and fences were all burned; and the great oaks that stood southeast of the house were burned on the side next to the fire, and were scarred on the opposite side by shot and shell from the Union gunboats. The house and the battery—which were on the southeast edge of the farm, at the mouth of Cedar creek—had been fired upon. It was here that torpedoes had been set by our troops. The shores were strewn with white pine lumber and spruce carlins, which at one time had constituted the cabin work of Union vessels.

The highlands of the old farm had grown up in great clusters of chinquapin bushes and live oak saplings, some of them twenty feet high. The lowlands were covered with a dense growth of tall grasses and weeds, together with great clusters of myrtle and other shrubs. It was here that we did our first hard work. Father had fenced in the field and built a single pen log house, into which we at once moved.

AN HUMBLE START AT HOME-MAKING

Without money to buy either mules, horses or cattle, we began to clear away the weeds, bushes and grass from the heavy ground on the margin of the river. This accomplished, we turned over the soil with our hoes. Here we planted Irish and sweet potatoes, sugar cane, beans, English peas, etc. In addition, we had a garden of cabbage, turnips, beets, lettuce, asparagus and onions. This work was done chiefly by mother, brother, and myself, the largest of my sisters doing chores, such as bringing the water, passing measures of seeds, etc., while father was busy securing for us something to eat.

As children we were much encouraged at hearing our mother tell of the delicious Florida-grown Irish potatoes, and the luxury of asparagus, which none, save the rich, enjoyed. I alone of the children had a faint recollection of how delicious the lettuce was, fixed up with cream and sugar, which was raised by us during the first year of the Civil War.

We planted four sacks of Irish potatoes, which produced one. At first the English peas were promising and beautiful, but they soon turned yellow and died. The sugar cane, however, bade fair to be a success. Brother and I pulled the shucks off a stalk about once every day to see how many joints had ripened, until we had counted seven and eight joints to the stalk.

There was a path near the fence, across which a tree had fallen, thus breaking down the only safe-guard to this promising patch of sugar cane. The tree had fallen across the path at such an angle as to turn a drove of hungry cattle from the path into the cane patch, and they, in one night, had almost destroyed our fondest hopes. Imagine our disappointment. We were not discouraged, but immediately went to work and repaired the fence.

IN QUEST OF HEALTH

The following year we suffered from chills and fever. Being dosed with tartar-emetic; a period of cholagogue followed, bitter enough to have cured, but it did not. Finally in quest of health, we moved from the old place to a new one. The change — and the liberal use of what we had learned was a new cure for fever and ague, to-wit: quinine — restored to us our wonted strength again. With the use of a drag seine we caught fish enough to supply the table. Mother procured a contract from an uncle of ours, by which we earned one cent each for making 1½x12 inches water oak pins to be used for rafting timber. Thus we struggled along until I attained the age of a dozen years, lacking two months, at which time our mother passed away. We then moved to the old Broward Homestead, where an uncle and some aunts lived. A few months later my father died and my aunts moved to Jacksonville, taking my sisters with them.

Brother and I remained on the farm, accomplishing about as much growing corn and potatoes and caring for the hogs as two boys at our age could be expected to do, in the absence of any directing hand to aid and encourage them. Each of us possessed a dog ("Ring" and "Lady") and a gun. The woods abounding in deer, turkeys and squirrels, the hunting of which furnished us a profitable and pleasing recreation.

PIONEER DAYS OF MY EARLY BOYHOOD

Our nearest neighbor lived two miles distant. At night we would bar the doors, before commencing to cook supper, which frugal meal usually consisted of hominy, pealed sweet potatoes, a piece of pork—all boiled together in the same pot.

We planted [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

The supper completed and eaten, we would lean our guns against the wall near the head of the bed, and place a bowie knife in a crack of the log house within reach. As soon as the fire had gone out we were in bed with the quilt securely covering our heads to prevent hearing the doleful sound of the screech owl's crying, which the superstitious old darkeys had led us to believe was the omen of bad fortune.

We remained here for two years, visited occasionally by an uncle. Sometimes, on the Sabbath day, we walked four miles to visit another uncle. On one occasion my brother and I wished to accompany Mr. Abram Geiger and his family to church on the following Sabbath. My uncle's wife had cut out a pair of new linen trousers for each of us. She had completed my brother's, but the illness of one of the children prevented the completion of mine. I was determined to wear my new pants when I rode to church the next Sunday with my little sweetheart, (Mr. Geiger's daughter) so I sewed the pantaloons myself.

RAFTING LOGS FOR A LIVELIHOOD

When my brother was twelve years of age, I was fourteen. At this time we went into a log camp owned by an uncle. We rafted logs for him for a year. At this labor we both contracted fever and ague, and our maternal grandfather took us on quite a journey, from the north to the south side of the river, where his farm and orange grove were situated. Here we regained our health, and, later, went to work on his farm, for which services brother received fifty dollars a year, and I seventy-five dollars. This was, as intended by him, to be a great encouragement to us; and we worked here two summers, attending a country public school at Mill Cove during the winter season. Grandfather paid my brother's board, while I earned mine chopping wood, building rail fences, etc., for Mr. P. P. Lord, a farmer.

A SMALL BOY'S COMPOSITION

I here insert a composition written a few years ago by one of Mr. Lord's little boys, when requested by his teacher, Miss Duval, to write a composition on the life of some great man.

"Our teacher told us to write about great men. I am going to write about Mr. N. B. Broward. He is a very great man. Last year he ran for Sheriff and beat Bowden. When he was a little boy he used to board with my father. He was poor, and had to make his own way. Now he is famous. He was a pale face boy, but now he is a big fat man, able to work.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

He goes to Cuba and carries powder and shot and dynamite to the Cubans. His boat is called The Three Friends. She can outrun any other boat in the United States. One time the Spanish boats got after her and she whipped them all. The Spaniards are so afraid of Mr. Broward and his boat that they have offered a large reward for her capture. Now the Three Friends is tied up, with two revenue cutters watching her, but when she wants to go to Cuba she's going. I could tell a great many other good things about Mr. Broward, but I must stop now.

(Signed) P. P. Lord."

ROUSTABOUT ON A STEAMBOAT

After remaining with my grandfather two years, I worked on a steamboat for an uncle—Captain Parsons—first as cook and assistant fireman. As a cook, however, I was not a success, and later I served on this steamer as a deckhand and wheelman. I remained in this service during the summer months, and attended public school at New Berlin in the winter, boarding with the light house keeper, Captain Summers.

COD FISHING ON THE GRAND BANKS

From New Berlin, Fla., I went to Cape Cod, Mass. I found that the fishing season at this port had not begun, on account of the continued and excessive cold weather. Snow was on the ground eighteen inches deep, and large blocks of ice were lying about the shore. Far from home, without money, shelter or employment, I was confronted with the serious problem of how to sustain myself. The sole avenue of escape was the possibility of securing employment on a schooner—the only vessel in port at the time—which was about to sail to some foreign country. Would the captain want my services or not, was the question.

Knowing that only men of the most rugged physique were employed in this business, and fearing that as I approached the captain I might be attacked with a coughing spell, as a result of whooping cough, which was contracted at school, and that he would think me consumptive, I stepped into a store, took a drink of water to control my cough, walked quickly up to Captain Newcomb of the schooner "Emma Linwood" and asked, "Captain, do you want to ship a man?" The captain looked at me with the piercing eye of an X-ray; but with bated breath, I stood the examination, trying all the while to swallow my Adam's apple in a renewed effort to keep down the coughing spell, which I feared might

come upon me before the test was over. Thanks to the drink of water, his answer was in the affirmative, and I shipped in his schooner for the banks of New Foundland, whither I desired to go to engage in the pursuit of cod-fish catching. Here while I was clad only in Kentucky jeans and gingham shirt I keenly realized why my Northern shipmates were clothed in warmest woolens.

For about two years I followed the sea, on sailing vessels, freighting lumber, and on fishing vessels, sailing oyster boats, etc., after which I was employed on various steamboats plying the St. Johns River, touching at Palatka, Sanford, Enterprise, Mayport and Jacksonville. I served one year as a bar pilot on the St. Johns bar.

CLIMBING UP IN LIFE

At a later date, Captain David Kemps and I became owners of steamboats which were engaged in carrying passengers and mail between Mayport and Palatka. Continuing in this business until 1887, I then became interested in operating a wood yard in Jacksonville. In the year 1887, I was appointed Sheriff of Duval County, by Governor Perry, to fill the unexpired term of H. D. Holland, deceased. I was again appointed Sheriff in 1889, by Governor Fleming, for two years. At the expiration of this term of office I was a candidate for the office of Sheriff, being elected and re-elected repeatedly until 1900, when I was honored by the people as a member of the Legislature from Duval County. After the adjournment of the General Assembly, I was appointed a member of the State Board of Health, by Governor Jennings, which position I still hold.

BUSINESS AND POLITICAL CAREER

In addition to my political vocation, I was engaged during the year 1890 in the phosphate enterprise on Black Creek, in Clay County, Florida. In 1891 and 1892 I was interested in the phosphate mining business at the head of the Ichtucknee River, on the line of Suwannee and Columbia counties. In 1895 I again became connected with the steamboat business, having designed the model and moulds of the steamer Three Friends, and superintended the building of this tug.

In 1895, and for the two succeeding years, I served as a member of the Jacksonville City Council; and, later, as a Police Commissioner of that city.

In 1896 I was captain of the steamer Three Friends on several of her trips, while conveying war materials to the Cubans.

[illegible] among the leading [illegible]. [illegible] the [illegible] of Wales, the [illegible] was [illegible] and [illegible] for the [illegible] of New [illegible]. I desired to [illegible] in the [illegible], while I was also [illegible] in [illegible] with [illegible] were [illegible].

For about [illegible] I followed [illegible], [illegible], etc., after which I [illegible] the St. [illegible], [illegible] and [illegible] the St. [illegible] Day.

[illegible] IN 1877

At a later date, Captain David Kerr and I became owners of [illegible] and [illegible]. Continuing in this business until 1887 I was [illegible] for a [illegible]. [illegible] Sheriff of [illegible] County [illegible] the unexpired term of [illegible]. I was again appointed [illegible]. At the expiration of this term [illegible] I was a candidate for the office of Sheriff [illegible] elected and re-elected [illegible] until [illegible], when I was [illegible] member of the Legislature from [illegible] County. After the adjournment of the General Assembly I was appointed a member of the State Board of [illegible], which position I held until 1889.

BUSINESS AND POLITICAL CAREER

In addition to my political [illegible] I was engaged during the years 1886 to [illegible] in the [illegible] business in Clay County, Kansas. [illegible] I was [illegible] of the [illegible] of the [illegible]. In 1903 I again [illegible] with the [illegible], having [illegible] the [illegible] of the [illegible] and [illegible] the [illegible].

In 1905 [illegible] I [illegible] as a member of the [illegible], as a [illegible].

In 1909 I was a member of the [illegible] while [illegible] to the [illegible].

During the years 1902 and 1903, I was engaged in the wrecking business at Key West, my family and I having spent a part of that time very happily among the hospitable people of that Island City.

At present time I am in the towing and wrecking business between Jacksonville and Key West—and sometimes Tampa.

NAPOLEON B. BROWARD.

An Open Letter As Candidate For Governor

TO THE DEMOCRATIC VOTERS OF FLORIDA:

About two months ago I announced my intention to become a candidate for the Governorship of Florida, before the Democratic primary of this year. I realize that to be the Governor of Florida is an ambition worthy of any of her sons. The holder of that position occupies the highest political trust within the power of her people to bestow, and the man to fill this position should be one whose sole object is to give to all the people a fair, honest and impartial administration of the affairs of the State under his executive control. On the other hand, I am mindful of the fact that the position carries with it a great responsibility.

I am a native of the State of Florida, and have always taken an interest in her progress and prosperity, and firmly believe that she has only fairly begun to be the state which her vast resources will enable her to become. I am familiar, also, with her political history, for the past quarter of a century, and I stand upon the platform of the Democratic party, National and State. As the campaign progresses it is my hope that I will see the people of the different sections of the State and discuss, as I shall be ready and willing to discuss, any questions of Democratic policy or doctrine, but I now desire to discuss what seemed to me to be the most important issues in this campaign.

REPUBLICANS SAILING UNDER DEMOCRATIC FLAG

The Hon. William J. Bryan, in his speech accepting the Democratic nomination for the Presidency delivered at Indianapolis, Ind., August 8th, 1900, said: "Man, the handiwork of God, comes first; money, the handiwork of man, is of inferior importance; but upon all the important questions today Republican legislation tends to make money the master and man the servant."

In Florida there is, practically speaking, no Republican party in name, but as there are always men arrayed upon one side or another of public questions, there is in reality today a Republican party in Florida, although it pretends to be a part of the Democratic party. This condition of affairs was realized and the people warned by the platform adopted by the State Convention at Jacksonville, in June, 1900, embodied in the twenty-first plank of said platform, which reads as follows:

PLANK NO. 21 FROM STATE PLATFORM

"We warn the people that an attempt is being systematically made by avowed Republicans, through the connivance and co-operation of persons claiming to be Democrats, to subsidize the press of Florida for the purpose of teaching Democrats false doctrines, and of keeping at the front, under the guise of Democracy, men as leaders of Democracy who will be subservient to trust magnates, and who will, under the pretense of conservatism, attempt to instill Republican doctrines and oppose the principles of true Democracy. Such newspapers should, under no circumstances, be given any patronage controlled by officers elected by the Democratic party. This insidious attempt to corrupt the Democracy through the medium of newspapers claiming to be Democratic must be thwarted in every way. Subserviency to Republican influences of any sort is incompatible with true Democracy, and should receive no encouragement from Democrats. Avowed Republicanism is infinitely more tolerable to true Democrats."

ATTEMPT TO DEFEAT PRIMARY ELECTION LAW

At the Democratic Convention, the Democratic party of Florida was pledged by the twenty-second plank of its platform to provide by law for primary elections for the nomination, in white Democratic primaries, of all candidates for office, both State and County, and United States Senators, and to carry out that pledge, a committee was appointed to draft a primary law and present it to the Legislature of 1901.

I was a member of that Legislature, and I was one of those who contended for the adoption of the primary election law as prepared by the committee appointed by the State Convention, but notwithstanding that every member of that Legislature was elected as a Democrat, and was bound by the platform, which pledged the honor of the party "to the carrying out of the same to the full extent that the united strength of the party in the State may render possible," sufficient

influence was brought to bear upon the Legislature of 1901, by men styling themselves Democrats, together with some other members who objected to some of the features of the bill, to compass the defeat of the bill presented by the committee, which provided against fraud, bribery and intimidation and other vicious influences, and the primary law finally adopted was the most that could be obtained at that time. In the primary election of 1902, which followed, it was made apparent that the law was defective and needed improvements, but the people did well in the Legislature of 1903, on account of continued opposition, to prevent the repeal of the primary election law then on the books.

WHY I PREFER PRIMARIES TO CONVENTIONS

It is hardly necessary for me to make argument in favor of a primary election law against the convention system. I am a Democrat who believes in the platform of my party, and would, therefore, uphold it until changed by the proper authority, but if arguments be needed upon the relative merits of the primary system as opposed to the convention plan, I should say, briefly, that I consider the primary election law the most important of all our laws, as it places the power of nominating candidates where it ought to be, with the individual voter. Therefore the candidate will more likely represent the will of the masses who nominated him, than though he were nominated by a convention composed of a few delegates, and as all law should be but the reflex or expression of the conscience of man, and as all power is inherent in the people, the more our lawmakers are imbued, with the conscience, heart and will of the people, the source of all political power, the purer will be the laws enacted by them. The nearer to the spring or fountain head, the purer will be the water; so also with our laws, the closer the makers are to the people that those laws are made to protect and benefit, the more beneficial will they be.

Under the convention plan the voters have no choice in naming the nominee of their party, and simply are permitted at the general election to ratify the nominations made by the delegates elected to the convention. It is true the railroads did not try to control the voters when delegates were elected, but found it much cheaper to control by bribery; furnishing of passes, promises of favors and in numerous other ways delegates elected to those conventions, and when the delegates got to the conventions, they began to do those things which they considered would be of benefit to themselves in a political way, and not for the benefit of the people they were sent to represent.

In other words, under the convention plan, a few men nominated the ticket and the great masses voted for it in order to continue to be Democrats, regardless of whether the choices made suited them or not. Under the primary system each man's vote counts for the candidate of his choice and the people are directly consulted, and thus is carried out the provision in our Bill of Rights, that all political power is inherent in the people.

MY PLEDGE TO MAINTAIN THE PRIMARY

I believe that the primary system is on trial, and that the people, if they favor it, need a man as Governor who will pledge them, as I here do now, that I will not only oppose, to the utmost of my ability, any attempt to repeal the primary election law, but that I will veto any such bill passed by the Legislature seeking to repeal said primary election law, unless it has first been submitted to a vote of the people and they vote for its repeal; and I further pledge the people that I will do my utmost to strengthen and perfect the system and that I will cheerfully approve any bill tending in that direction.

AMENDMENTS I WOULD RECOMMEND

I would recommend these amendments, strengthening it as follows:

First—Fixing a severe penalty for bribery or the miscounting of votes.

Second—Making the calling of a primary election mandatory with the State Democratic Executive Committee instead of optional as it now is.

As long as the people have the primary election law, qualify for and vote in the primary, and see the votes counted correctly, that long will they elect to office men of their choice, thereby controlling their own political affairs, and in no other way.

THE RAILROAD COMMISSION LAW

Another very important question for the consideration of the Democratic voters of the State, is the legislation known as the Railroad Commission Law. The Railroad Commission Law was repealed by the Legislature of 1891. A committee of merchants and brokers, accompanied by myself, I being then engaged in the phosphate business, appeared before a legislative committee of the House and Senate of the session of 1893. We urged upon them the necessity for legislation for the correction of abuses then existing, among them being the rebate system; and the discriminating freight rates against localities and individuals, and we so impressed them with the necessity of legislation for the protection of individuals and commerce

from railroad abuses, that the Legislature took up the matter of the re-establishment of the Railroad Commission, but the friends of the people in the Legislature were defeated by a few votes.

EFFORTS I MADE FOR IT YEARS AGO

I began the agitation for the passage of another Railroad Commission Law, and, in order to show that I am not simply talking to catch votes, I desire to call the attention of the people of Florida to a letter written by me to the Florida Times-Union, at that time a Democratic newspaper, on July 28th, 1894. Then, together with others, I induced the Hon. D. U. Fletcher to run for the State Senate on a Railroad Commission platform, but we were again overcome by railroad money and their manipulations, they, at that time, having with them the Governor and the Chairman of the State Democratic Executive Committee.

I was among those who persistently fought for the Railroad Commission Law which was adopted in 1897, improved by amendment in 1899, and is considered the most effective legislation upon that subject enjoyed by any State in the Union. The Democratic platform of 1900 endorsed this Railroad Commission, and yet at every session of the Legislature there are men claiming to be Democrats trying to weaken, destroy and repeal this law.

BENEFITS OF THE RAILROAD COMMISSION

It is the only court in this State to which a citizen of the State, whether rich or poor, can apply and get relief without any cost to himself. The power is ample and the gentlemen who have held the position of Railroad Commissioners since the passage of the new law in 1897, have always shown themselves willing and anxious to adjust any matters within their control.

The passenger rates have been reduced from four and five cents per mile on the main lines, to three cents per mile, the freight rates on staples have been very much reduced as have also the rates on vegetables and oranges, to the great benefit of the people, and recently, the matter having been brought to the attention of the Commission that the railroads of the State are discriminating against Florida ports in favor of ports beyond the limits of the State, a phosphate rate of one cent per ton per mile has been ordered put into effect. It has been estimated that the saving to phosphate shippers alone by this will amount to TWO HUNDRED THOUSAND DOLLARS PER ANNUM, enough to pay the maximum expenses allowed to the Railroad Commission for over thirteen years.

The fact that the railroad companies have submitted [illegible] the Legislature [illegible] of the [illegible] Commission [illegible] the [illegible]

[illegible]

[illegible] Railroad [illegible] Commission [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

to these reductions shows that they realized the justice done, and further shows that for all the years when we were without a commission they were taking that much more money out of the earnings of the people of the State than they were justly entitled to receive.

PERSONAL AND PROPERTY RIGHTS ENTITLED TO PROTECTION

I am in favor of the honest acquisition of wealth and desire to encourage industry, economy and thrift. I believe in the maxim of equal rights to all and special privileges to none, and that property rights are more secure when human rights are respected; yet it is a fact that the railroad companies, at every session of the Legislature and men under their control, make diligent efforts to repeal the Railroad Commission Law, and this is not done from any belief on their part that their rights are invaded, or that they do not get justice from the Commission.

It is interesting to note that the first litigated case arising from an order of the Railroad Commission was by one railroad company against the Jacksonville Terminal Company to compel the recognition of its rights. It is only when they desire to do injustice that this branch of the State Government is objectionable to them.

ANOTHER RECOMMENDATION AND PLEDGE

In order that such attempts may be futile, if elected Governor, I shall recommend and urge the Railroad Commission be made a constitutional part of the State Government, just as the Supreme Court, the Circuit Courts and other branches of the Government now are. If that were done the Commission could not be abolished except by a constitutional amendment adopted by a vote of the people, and if I am elected Governor, I pledge the people of Florida that I will veto any bill that seeks to weaken or repeal this law, unless it is first submitted to a vote of the people and they vote for its repeal.

WHY I BECAME A CANDIDATE

My belief in these important public measures is my reason for becoming a candidate for the office of Governor, and it was because I believed that they were in danger of repeal that I announced my candidacy.

Against the private character of the other gentlemen who have announced their candidacy for this position I have no word of criticism or censure, but every man's public and political record is a proper subject of comment whenever he appears before the people for their suffrage.

CORPORATE INTERESTS SOLID FOR MR. DAVIS

These corporate interests which have so persistently fought the Primary Election and Railroad Commission Laws, through their newspaper, the Times-Union, are supporting the Hon. R. W. Davis for the Governorship, as are also the other newspapers that are controlled in their interests, among which are the Miami Metropolis, the West Palm Beach News, the St. Augustine Evening Record, the White Springs Herald and a dozen or more other newspapers controlled by the railroads, and they are inducing many other newspapers through the State to fall into line for their candidate.

Believing, also, that they will elect, if they can, a majority of the members of the Legislature in sympathy with them politically, that they may be able to control them, and realizing the great danger that we are always subjected to from the latter source, as the corporations elect many of their agents and attorneys to the Legislature; and knowing that numbers of persons in addition thereto are usually elected members of the Legislature, who are of that colorless form of politics that may mean anything, some induced by persuasion, some by free passes, and some by other means or favors, I concluded that the people of Florida should be put on their guard by getting some one to become their candidate for the Governorship who would protect the people so far as it would be in his power to do so.

Many people, including myself, tried industriously to persuade to become a candidate for Governor some one of the many whom we thought could and would define the issues, and whom we believed would make an active campaign; but failing in this, it was concluded that I should make the effort, hence my candidacy.

WHY MR. DAVIS WON'T DO

At the time of becoming a candidate, it appeared to me that unless the voters were aroused to a realization of the situation, the Hon. R. W. Davis would probably be nominated and elected to the position, and I considered then, as I do now, that while Mr. Davis at heart is in favor of legislation beneficial to the people, as distinguished from private and corporate interests, yet I believe that his long associations and close alliance with men Republican in fact, and Democratic only in name, would control his actions should he be chosen as your Governor.

I asked of him a pledge that he would not, if he were elected Governor allow, if in his power to prevent, the repeal of either the Primary Election Law or the Railroad Commission Law, and his reply to the effect that I could tell my friends PRIVATELY that he would support and defend these

measures, did not seem to me to be the kind of a declaration a candidate should make upon questions of such vital interest to the people. There should be no secrets concerning such measures kept by a candidate from his constituency. It was only after I had made this request of Mr. Davis, telling him at the time that I made it that I wanted to know his position on these measures, that I decided that Mr. Davis, who had been so long in public life, was not the proper man for Governor.

MR. DAVIS' AUTOBIOGRAPHY

I heard him give his life's history to the voters, and I was struck with the peculiar obligations he would be under to the corporations in the event of his election. According to his own biography, he came to this State and located in Green Cove Springs, in Clay County. He was elected a member of the Legislature from Clay County. and was chosen Speaker of the House of Representatives for the Legislative session of 1885. He appointed the House committees of that session. During that session of the Legislature he so impressed himself upon the representatives of the Railroad Corporations that immediately after its adjournment, he left the county that had so honored him, and located at Palatka, the headquarters of the Florida Southern Railroad Co., to be the general counsel of that company under the presidency of Sherman Conant.

CORPORATION CANDIDATE FOR GOVERNOR IN 1888

He appeared at the St. Augustine Democratic State Convention, three years after as the pronounced choice for Governor of the land grant railroads of the State, which had obtained land grants aggregating many millions of acres of the State's best lands. The land sought to be obtained as bonuses for the building of these railroads were in value sufficient to have paid for their construction by the State, and would have left the State as absolute owner. I remember that a special train load of his shouters were brought to that convention, but that fact injured his chances.

ALWAYS FAITHFUL TO THE RAILROADS

He subsequently appeared before the Trustees of the Internal Improvement Fund as counsel for the railroads and obtained for them large amounts of land. From that time, until his election to Congress he was never out of their employ, and ever their faithful attorney, appearing one day (I am reliably informed) in Tallahassee before one State Board to urge the conveyance of lands to the railroads on the grounds that the railroad had cost the stockholders a vast amount of money and were very valuable, and later the same day, appeared before another Board in the same Capitol building to

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

urge a reduction of the tax assessments on the ground that the railroad was not so very valuable after all.

PLEASED THE CORPORATIONS AS CONGRESSMAN

He was elected to Congress in 1896, and has served there ever since. At least one Congressional Convention specifically instructed him to work for the passage of an act giving to the Inter-State Commerce Commission power to control inter-state freight rates and passenger fares, but if he has ever introduced a bill, or made a speech, or been in any way active in advancing this measure so much antagonized by the great railroad corporations of this country, I have never heard of it. He at least has not antagonized them enough to prevent them from furnishing him with annual free passes, on which he rides free, while drawing from the United States Treasury twenty cents per mile for traveling between Palatka and Washington.

A PERTINENT QUESTION

Mr. Davis says that he resigned his position as counsel for the railroads, when he was elected to Congress. Why then does he still receive free annual passes from the railroads? Is it for legal services, or is it because he is a member of Congress? If only as a Congressman, then what consideration does he give them as a Congressman?

The Hon. Charles M. Cooper, whom Mr. Davis succeeded in Congress, was, during his whole career in Congress, very active in endeavoring to give the people relief from the burdens of the exorbitant freight rates on their products shipped to Northern markets, and he urged actively the passage of an act of Congress giving the Inter-State Commerce Commission power to fix rates on inter-state shipments. As a result, he was never tendered a pass over any railroad during his Congressional career. The Congressman who is true to the interests of the people is never put under obligations for passes.

And so with Hon. Stephen R. Mallory, one of Florida's United States Senators. Although threatened with political oblivion for his activity in securing the establishment of the Inter-State Commerce Commission, when a member of Congress some years ago, he has ever kept aloof from improper railroad influences, and is today known throughout the length and breadth of this land as one member of the United States Congress who has never made use of a railroad pass during his long public career as a faithful servant of the people.

SOME MORE PERTINENT QUESTIONS

The people of this State have expressed in their Constitution their opinion that a Governor or a member of the Legis-

lature should not be under obligations to railroads for free passes. Do the people believe that it is improper for a Governor and member of the Legislature to ride on free passes, but that it is proper for a member of Congress to ride on free passes over the State, making his canvass for Governor?

The State Constitution prohibits your Governor from putting himself under obligations for free passes, but this member of Congress, as a candidate for Governor, is continually putting himself under obligation for free transportation to the very railroad companies which are now suing the Trustees of the Internal Improvement Fund, of which board, if elected Governor, he will be chairman, to obtain from the State millions of acres of lands, deeds to which are now refused by that Board on the ground that the corporations are not legally entitled to the lands.

And there is now in the State Treasury, to the credit of the Internal Improvement Fund $318,505.00, the proceeds of sales of lands claimed by those corporations. Those corporations claim that the Board of Trustees, of which the Governor is Chairman, should pay over to them all the moneys arising from the sales of lands, amounting to $318,505.00.

Do the people believe that Mr. Davis will be unhampered by obligations for free passes?

A PROBLEM IN MATHEMATICS

Again, Mr. Davis announced, more than two years in advance, that he would not be a candidate for election to Congress in 1904. He gave as his reason that he could no afford the financial sacrifice to remain in Congress, where he gets a salary of $5,000.00 per annum, with twenty cents per mile for traveling between Palatka and Washington on free passes, and an opportunity to practice law on the side, which he has always done at good compensation.

He, however, promptly announced himself as a candidate for Governor at $3,500.00 per annum, where he will have to include in his oath of office the proposition that he, for four years, will quit riding on free passes. He will get no mileage for traveling to or from Tallahassee. He cannot continue to practice law. Unless he expects at the end of his term as Governor to re-enter the service of the corporations at a very large salary, even larger than he got after his career as Speaker of the Florida Legislature, can he explain why he is too poor to remain in Congress at $5,000.00 per year and perquisites, but rich enough to be Governor at $3,500.00 a year and no perquisites.

THE PEOPLE CAN CHOOSE

The more I considered these things, the more I became convinced that the people of Florida could not afford to force

Mr. Davis to give up $5,000.00 per annum, twenty cents per mile traveling expenses and free passes everywhere, and a lucrative law practice, to serve them as Governor at $3,500.00 per year—and nothing else. And yet the people of Florida know that Mr. Davis' best friends and clients have ever been the railroads of the State, and that if he were forced to serve the people four years faithfully as Governor, and should fail as Governor to prove the friend of the corporations that have so long and so powerfully been his friend, they would never again employ him in any capacity, so I decided myself to become a candidate and give the people an opportunity to elect a Governor who has never allowed himself to be put under obligations to the land grant corporations of this State, and who will not be hampered, as Chairman of the Board of Trustees of the Internal Improvement Fund, in voting against giving away the State's lands, or in adjusting their claims to the money now in the State Treasury.

WOLVES IN SHEEP'S CLOTHING

The Florida Times-Union and the other papers in this State controlled by the Republican corporations, announce that Mr. Davis is the "people's candidate" for Governor, and style him "Our Bob," and, yet, these are the papers that in almost every issue contain denunciations of life-long Democrats and National and State platforms of the Democratic party, and they are the papers referred to by the twenty-first plank in the Democratic State platform of 1900. They are like the Republican who said he had too much sense to be a Republican in a Democratic State. Their voice is Jacob's voice, but their hands are "the hands of Esau," but they never lose an opportunity to sing the praises of Mr. Davis nor to vilify and malign myself and the other candidates for this office.

MR. DAVIS' OBLIGATIONS

Mr. Davis travels about over the State with his pockets full of passes, and supported by all the real Republican, but nominally Democratic, newspapers in the State. Do you want a man as Governor who had extended to him these favors by the interests opposed to the Primary Election Law and the Railroad Commission Law, and who may justly be said to be their attorney and agent? If it is so important to these interests to fill our legislative bodies with their agents and attorneys, both National and State—these interests who have their agents always present at the State Capitols to take care of the business of their employers—why is it not a good idea for the people, who are never present at the State Capitol, but are always absent, to elect as their representative a man upon whom there are no such claims, who has never been

supported by these influences, who has always had to fight against them in business and political life?

WHY THESE FAVORS ARE GRANTED

Are not these favors intended to influence men in official positions? There are more ways of influencing and controlling men than by the direct use of money. The successful support in the election of a candidate by these influences is enough to make him feel under obligations to them. I quote from a letter written by an attorney of the Santa Fe Railroad to a member of the Illinois Legislature:

"Your letter of the 22nd to President Ripley, requesting an annual over the railroad of this company, has been referred to me. A couple of years ago, after you had been furnished with an annual over this line, you voted against a bill in which you knew this company to be directly interested. Do you know of any particular reason, therefore, why we should favor you with an annual this year?"

These passes are not given to public officials as compliments, but are given for favors rendered or to be rendered. It is all hire and salary.

Governor LaFollette, of Wisconsin, in his speech on "Good Government," delivered at the Old Settlers Association, at Keneshaw, Wis., Aug. 10, 1903, quoted from a letter written by a United States Senator this paragraph:

"It is expecting too much of human nature that a Senator whose every association is with the great railroad corporations, and whose political lives depend largely upon them, should, in good faith, approve a measure that would, to an extent, make railroads a servant to the people and to be subject to the Commission (meaning the Inter-State Commerce Commission) when a question of rates is raised. The Senate Committee is by a large majority, men who bear those relations to railroads."

RAILROADS ENTITLED TO FAIR TREATMENT

I am in favor of the construction of railroads and other transportation lines, and believe that we should cheerfuly pay transportation rates high enough to insure them reasonable dividends on their capital actually invested; that they should receive at the hands of our Legislature fair treatment in the protection of their property rights. I am glad to have the officers of railroads and their employees participate in all our political affairs, as individuals, and have each man vote for the man of his choice, but I am unalterably opposed to corporations in politics.

CORPORATIONS KNOW THEIR SERVANTS

If your Governor is true to the people he cannot be unfair to the railroads, because the people are interested in

the protection of railroad and all other property; but it has been demonstrated too often before this, in the repeal of the former Railroad Commission Law, and in other matters, that when corporate interests get control of a Government they use it to their own advantage and to the detriment of the people. The people are sometimes mistaken and deceived in a man they have supported for public office, but the railroad and corporate interests select a man they know they can control, and are never deceived in such matters.

MR. MAYS' LEGISLATIVE RECORD

Another candidate for the Governorship, Hon. D. H. Mays, has this record as a legislator: In 1891, when elected with two other legislators from Jefferson County (the people of that county favoring the re-election of Senator Call to the United States Senate) Mr. Mays voted once for Senator Call, then permitted the railroad forces to use his name as a candidate, to prevent Senator Call's election. He continued to do this for several weeks, until Senator Call was elected without his vote, although his fellow-member of the House and Senate from Jefferson County refused to join him, but consistently voted as the people desired them to—for the re-election of Senator Call.

Mr. Mays was also a member of the Legislature, and elected Speaker of the House in 1897. The Democratic voters of Jefferson County still favored the re-election of Senator Call to another term in the United States Senate, but Mr. Mays did not vote for Senator Call, but for a gentleman who was the Vice-President of the Louisville and Nashville Railroad. He continued to vote for him against Hon. J. N. C. Stockton and Hon. S. R. Mallory, both of whom were candidates of the people—and in spite of the fact that the other member of the House and the Senate from his county refused to vote with him for the railroad candidate.

We cannot have a Government "of the people, by the people, for the people," if public officers act as Mr. Mays did in both of these instances. We will have instead a Government of our officers, by our officers, for our officers.

PUBLIC SCHOOLS AND COLLEGES

I am mindful of the fact that a good education is the most valuable heritage that we will be able to leave to our children; therefore I believe in a longer school term for the children attending our free schools, and favor liberal appropriations for our colleges.

CIVIL WAR PENSIONS

The patriotic service and self-sacrifice of our soldiers and sailors in the Civil War, should guarantee to the deserving needy ones, or their widows, such reasonable pensions as an

appreciative people are ever ready to pay.

STATE TROOPS AND NAVAL MILITIA

The manifest partiotism of our Florida State Troops and Florida Naval Militia should be encouraged by the most liberal support commensurate with a reasonably economical administration of our State Government.

GOOD PUBLIC ROADS

I favor the passage of such laws as will best tend to the improvement of our system of public roads, hard surface or otherwise, as may be most practicable. As automobiles cost little more now than a good horse and buggy, or horse and wagon, it is to be hoped that our people in the country, will, in the near future, find it easier to cover distances to the school houses, and make near neighbors, in point of time, even of those living many miles apart.

IN CONCLUSION

It has occurred to me that some of our people may think that my criticisms are too severe. But to you, fellow citizens, I will say that you cannot regret more than I do the conditions that make these criticisms necessary; but I am impelled to use plain language, feeling, as I do, that the man who is too timid to put the people on notice of impending danger, even at the risk of momentarily appearing harsh, would be too timid to aggressively meet and combat such dangers, once he is elected to the high position of your Governor.

If I am elected Governor, I promise you that I will be the Governor for the whole people and enforce the laws protecting the human and property rights of all alike.

Respectfully submitted to the Democratic People of Florida. NAPOLEON B. BROWARD.

Napoleon B. Broward On Important Issues

Jacksonville, Fla., July 28, 1894.

To the Editor of The Times-Union:

Shall Florida seaport towns have the trade that they are naturally entitled to? Shall the phosphate miners be permitted to be prosperous, or shall they suffer the same fate that the loggers have always fared? Shall the market for oranges always be limited to the seaport cities of the United States, where the freight rates are fixed by steam vessels, with the prices of oranges in Cincinnati, Chicago and other inland cities fixed by New York and Philadelphia prices, with the freight added from the last two cities to the former ones and with the freight rates to the inland and western cities double what it is to New York and Philadelphia?

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ORLANDO, FLORIDA

In other words the railroads are compelled to carry oranges and other freights to New York at a reasonable rate, because of the competition of the steamship lines; but to Chicago and Cincinnati they charge as much freight from Florida as a ship will carry it to Philadelphia or New York for, and then ship it and pay the railroad freight to such inland cities.

The idea of being compelled to pay $.60 per box on oranges to Cincinnati or Chicago, or in other words, pay $180 per carload to freight oranges, whereas, if we desire to purchase a horse in Chicago and have him shipped to Florida, we can procure a whole box car, ship in it the horse, bale of hay, sack of oats and a man to take care of him, all for $31, and all kinds of merchandise in the same proportion.

In reality, the effect of this business is to get nearly all the money that our oranges bring and, perchance, if they should bring any more, to offer every inducement to have us spend our money purchasing goods 1,200 miles from home, and then bring them to us cheaper than a wholesale merchant in any of our Florida towns can get them freighted fifty miles. With such an arrangement can our orange growers or home merchants thrive? Such discrimination as this is ruinous.

RAILROAD COMBINE

Then two of our local railroads enter into an agreement with two outside railroads, which makes it impracticable for any other outside railroad to reduce the freight North or West. In other words, the F. C. & P. R. R. and the J., T. & K. W. R. R., two years ago entered into an agreement with the S., F. & W. R. R. and the E. T. V. & G. Ry. by which the two Florida roads above mentioned receive $24.00 per carload, or eight cents per box, on oranges, above their local rate from the two outside railroad companies above mentioned, and the two Florida roads, on their part, agreed that if any outside railroad should reduce the rate North or West on oranges they would put up the local rate so high on such shipments that it would force all oranges over the above named outside railroads. This blood money alone, amounts to $400,000 per annum, or thereabouts.

DISCRIMINATION IN PHOSPHATE RATES

Abuses of the phosphate industry and discrimination against Florida's seaport towns are more marked still. Three years ago Florida hard rock phosphate was worth in London or Liverpool, from $24.00 to $27.00 per ton; pebble phosphate from $12.00 to $14.00 per ton. We had a railroad Commission in Florida at that time, and the rate of freight per ton from Fort White Junction to Lake City, over the S., F. & W. (a distance of eighteen to twenty miles) was fifty cents per

ton. From Lake City to Jacksonville, sixty miles, the rate fixed by the railroad Commission was 79 cents. Add the two together and the rate was $1.29 to Jacksonville, or about $1.40 to $1.50 to Fernandina. At the same time the railroad rate of freight per ton on the same phosphate from Ft. White to Savannah was $1.70 per ton; to Brunswick, Ga., it was about $1.60.

DISTANCE DIDN'T COUNT

See the difference in distance of the above seaports. From Ft. White to Jacksonville it is not more than eighty miles; from Fernandina to Ft. White it is about 100 miles; to Brunswick, Ga., 160 miles, and from Ft. White to Savannah, Ga., 216 miles. This was about as much discrimination as any people could be called upon to stand peaceably. But in two weeks from the time the Legislature, by a vote of 18 to 19, repealed the Railroad Commission Law, the freight from Ft. White to Lake City, a distance of twenty miles, was increased to $2.00 per ton on phosphate rock, and $1.05 from there to Fernandina or Jacksonville, making freight from Ft. White to Jacksonville, eighty miles, $3.05 per ton on phosphate, and to Fernandina, about 100 miles, $3.05.

After the Railroad Commission Law was repealed the rate was fixed at $2.95 to Savannah, and about $2.77 to Brunswick, thereby giving Savannah, 216 miles distant, an advantage of ten cents per ton over Jacksonville, eighty miles distant, and the same over Fernandina, 100 miles distant, and gave Brunswick 25 or 30 cents advantage over Jacksonville or Fernandina, when the distance to Jacksonville was only one-half as far and Fernandina a little over one half as far. See the significance of even the rate before the Railroad Commission Law was repealed, which shows determination to discriminate against the Florida seaport towns.

Savannah and Brunswick had a little the advantage of Fernandina and Jacksonville in trans-Atlantic freight, because they had an established foreign trade, which caused ocean freight to be a little cheaper.

TO INJURE FLORIDA TOWNS

The railroads fixed the rate to Savannah and Brunswick with a view to giving them the trade against the Florida towns. The price of hard rock phosphate has decreased in London and Liverpool from $24.00 per ton to $15.00 per ton; yet we pay $1.00 per ton more railroad freight now than then. We compel a phosphate miner to pay $60.00 per carload freight on phosphate rock, which is imperishable, to haul it eighty miles, while lumber is freighted over the same railroads from and to the same points for $15.00 per carload, and jetty rock to and from the same points for $15.00 and

$20.00 per carload. It is the same game that has been played with such destructive effect on nearly all of our loggers and sawmill men, orange growers and farmers. The motto appeared to be, "We (the railroads) will leave them enough margin to barely subsist on and we will take all the profits."

Today Florida seaport towns are being ruthlessly robbed of what they are legitimately entitled to, namely: the export shipments and coastwise shipments of Florida phosphate. If our phosphate miners are given reasonable rates they will shut out of the markets of the world nearly every phosphate competitor. Florida has already shut out Canada from shipping phosphate to Europe; she has Carolina selling at a loss of 13 cents per ton, and she is underselling France and Germany. By giving our miners a reasonable rate, Florida would practically supply the markets of the world with phosphate, and the demand for phosphate is increasing rapidly. With reasonable treatment in a few years Florida should be shipping 2,000,000 tons per annum, valued at the seaport from which shipped abroad at $15,000,000.

MEANS MILLIONS

Let us see who is entitled to portions of this enormous amount of money.

First—The laborers in the mines would receive about $3.00 per ton, or six million dollars per annum; next, the railroads in Florida (and not in Georgia) and other inland transportation lines in Florida should receive about $1.50 per ton, or three millions of dollars, which equals $30.00 per carload, which is a very high rate of freight, when we consider that the haul will not average over 120 miles.

Second—Stevedores, warehouse men and laborers, 65 cents per ton, or $1,300,000.

Third—Pilots on our rivers and bars. At 2,000 tons each it would require 1,000 ships to carry this amount of rock. Pilot fees on each ship would average $100, making $100,000.

Fourth—Each of these ships would pay out to merchants for coal and other supplies at the port at which she loads $1,000, making $1,000,000.

Fifth—Tug boats and lighter men, $50 each vessel, or $50,000.

Now for the milk in the cocoanut. What transportation lines? What stevedores? What wharf owners? What pilots? What merchants? What tugboats?—Georgia's or Florida's? I say Florida's, every time. Georgia is taking care of herself, be it said to her credit; but railroads that make their money in carrying the goods of Florida people, are helping Georgia at Florida's expense.

We have several splendid seaport towns with plenty of

water to float ships to carry our products. There is Punta Gorda, Tampa, Pensacola, Sanford, Palatka, St. Augustine, Jacksonville and Fernandina, the latter a magnificent port. We should have a rate per mile fixed by law on phosphate, oranges, cattle, etc.

SOME LAWS SUGGESTED

I would suggest two statutes as follows:

First—That in no case shall the aggregate charge for freight be as great for a short haul in the State of Florida as for a long haul.

Second—That a rate for freight be fixed per mile, for this reason: Punta Gorda is nearer one phosphate center than any other shipping port. Tampa is nearer another, and the shipper is entitled to get his goods to the nearest—and, naturally, the cheapest route to shipboard. Sanford is nearer to another phosphate center than any other point where water transportation may be had, and Palatka is nearer to another, and so on.

But some will say that Sanford and Palatka are not seaport towns. Suppose a rate of freight is fixed per mile. Say Sanford is fifty miles from one phosphate center, and a rate of one cent per mile per ton was arranged, which would be fifty cents per ton to Sanford; and the rate over the remaining distance by rail to Jacksonville or Fernandina or Mayport should be $1.00 per ton, and that the shipper can have phosphate taken down the river by lighter or tugboat to a seaport for $.75 per ton, (which could be done very easily, proportionally), and as cheaply from Palatka to seaport as from Sanford. Are they not entitled to these rights?

In the next place this would revive the old river business, that made Sanford and Palatka and many other places along the grandest of all rivers, the St. Johns. The people along the river could sell wood to tugboats, and it would tend to make neighbors of our people. A few years ago wharf property was worth twice as much in Jacksonville as it is now, because the St. Johns River was being used for what it was made for, for moving freight, and was teeming with craft of all kinds.

WOULD REDUCE TAXES

If we wish our taxes reduced in Florida let us build up Florida values, by shipping our goods through Florida seaports and towns, and build up our own State by spending our money at home. If the people of Florida will give their trade to, and do their shipping through, Florida towns, the property of Florida will so increase in value as to reduce the rate of taxation very materially.

The people of our country have the right to demand

justice of the railroads of Florida. Why should the phosphate mine owners, who live in Jacksonville and own property there, be compelled to ship their phosphate through other seaport towns. There is at least one and one-half million dollars of cash money invested in the phosphate industry in Florida by Jacksonville people, yet the spectacle is presented to us of these men being compelled to move either to their mines, or to some seaport town outside of the State of Florida, to be able to attend to the shipping of their phosphate rock.

I don't blame the railroads for taking all they can get, and making the long haul every time, if the people will stand heedlessly by, with their mouth open, and be treated this way. I believe that nothing short of just and proper legislation will do us any good. A few of us tried to get such legislation at the hands of the last Legislature, but we were met by strong opposition from Jacksonville and other parts of Florida.

NAPOLEON B. BROWARD.

Filibustering In Florida

(Copied from "The Florida Life," Dated November, 1897.)

By CAPT. N. B. BROWARD

If the reader will glance at a map of North America he will see that the Island of Cuba lies about one hundred miles south of the mainland of Florida. The Florida Keys consist of numberless small wooded islands, sandbars and reefs. These extend about one hundred and seventy-five miles, east and west, and about thirty-five miles north and south.

Here is the haven of the filibuster. Here, also, is the supposed home of the pirate Kidd, and the burial place of his vast treasures; and it is said that more than one person has become enriched within the past ten years by digging up some of this hidden wealth. Many of these islands are inhabited by the English, who came from the Bahamas to engage in wrecking and gathering sponges. These people are commonly called Conchs, probably because they can be seen engaged in their work on the reefs by day, and at night they disappear as completely as do the conch fish in their shells. They are a sturdy, honest set of men, given to hospitality, and are ever ready to risk their lives in the rescue of shipwrecked-humanity. The other keys are inhabited largely by Cubans and others of Spanish descent. Key West is one of these. The city of Key West, beautifully located on the island bearing its name, is one of the most unique cities in the world. Its name is thought, by some, to imply its locality, being near the western part of the group of keys, but it does not so derive it. Its

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Filibustering In Florida

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Spanish Cayo Hueso, meaning Bone Key, and this has been corrupted into "Key West." As a matter of fact, Tortugas Island, one of the Florida Keys, is sixty miles west of that city. The population of Key West is largely Cuban, so is that of Tampa. Many of the most respected business men in all parts of Florida are Cubans. These coming to this State left behind them vast estates on the Island of Cuba, leaving there on account of the part they had taken in the ten years' war against Spain. This war was inspired by a desire for liberty and self-government, and against the oppression and corrupt rule of the officers sent from the mother country to govern the island. Defeated in the ten years' war, these people sought our shores, and here, in that part of America that is free, have breathed the air of freedom ever since, and becoming surcharged with that precious boon, have longed for the day when they could return to their native island, and, by the aid of the liberty-loving people of the United States, set Cuba free. This has been their wish by day, and their prayer by night.

Is it any wonder, then, that the people of the United States, and especially those of Florida, having rebelled against a tyranny much less onerous than that now borne by the Cubans, should enlist our sympathies in her behalf? We, who have breathed the air of liberty for over one hundred years, could not do otherwise than say to these Cubans, in their present effort to throw off the Spanish yoke: "God-speed." Our women pray for it; our men work, aye, fight for it. The Cuban armies are today recruited from hundreds of Americans drawn there by patriotism and by the love of adventure. But how to get to Cuba is the burning question with these heroes. Filibustering expeditions answer that question, and I dare say that not a month goes by but from one to five vessels find their way from free America to tyranny-beridden Cuba, each loaded with arms and men.

Their twenty odd years stay in Florida and associating with her people has attracted to them that warm esteem and love that pleasant association generally brings. Take into consideration their nearness to Cuba all tend to stimulate the natural sympathy of a people struggling in a red-handed war to obtain what we already enjoy, it would, indeed, be surprising if Florida were not the home of the filibuster. The twenty odd years acquaintance with free institutions has increased Cuban love of liberty. The true patriots compare these to a vast garden of beautiful flowers covering all from the Atlantic to the Pacific Ocean, from the Great Lakes to the Gulf of Mexico. While enraptured for a moment with this their thoughts revert to the country of their nativity, and what is going on there nerves them to desperation, their beloved

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It is not remarkable, then, that the people of the United States [illegible]

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island, appropriately named the Queen of the Antilles, and should be the garden spot of the western hemisphere, tied to an old despotism whose laws crush out every laudable ambition of her people.

While I was building the steamer Three Friends these men, scores of them, their hearts burning with Patrick Henry's famous saying: "Give me liberty or give me death," came often to the shipyard and talked with me about their distressed country. They wanted my boat to carry them to Cuba. I assured them that I would think more of myself should I muster up courage to help them, and that I would provided it could be done without violating the laws of my country. I have seem them leave these shores with desperation marking their every look, leaving behind them family and friends, leaving peace and plenty, to seek only the opportunity to offer their lives for the freedom of their native land.

Florida, on account of her proximity to Cuba, her vast seacoast, and the ease with which a vessel can slip out from any one of a hundred inlets, bays and rivers, eluding Uncle Sam's watchful warships, affords the best facilities for filibustering. Along her coasts come the innocent looking steamers, tugboats and other vessels apparently seeking a tow or salvage. Anon either the warships Vesuvius, Wilmington, or Nashville, and the revenue cutters Boutwell or Colfax ever on the lookout with banked fires espies one of them, fires up and gives her chase. Perhaps she may overhaul her only to find a vessel engaged in peaceful industry. But the most innocent craft, when overhauled, may show a Quaker manifest, and yet, at the critical moment, either deliver the needful contrabands to another vessel, or herself receive them and place them in safety on Cuban shores. It is not for me to say that this is done, But I do say this: With but few exceptions, the people of this country do not regard filibustering as any violation of law. According to Spain's claim there is no war in Cuba. What then is there to prevent any one carrying cargoes to Cuba during a time of peace which might be declared contraband in a state of war? Our government, it seems to me, has taken a queer attitude on this question, and one which I think the people of this government condemn. Be that as it may, I hold that carrying arms and men to Cuba now is just as legitimate as carrying them from Jacksonville to Key West.

THE THREE FRIENDS

It has been suggested that I say a few words about my snug little steamer, "The Three Friends," as her name has been more or less mixed up in this filibustering business during the past two years. As she has been dragged into the United

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States Court more than once, and so have I, charged with filibustering from Florida to Cuba, and as we are not yet out of the woods, of course the reader could hardly expect me to say what I have done on her as her captain, whether or not I have taken her to Cuba with arms, munitions and men, and so forth and so on. The attorneys in the United States Court, representing this Government, did try to prove that I did take "The Three Friends" to Cuba on a filibustering expedition, but the witnesses who went on the stand to prove that fact found some difficulty in proving that the place where they said we landed in the night time was the Island of Cuba, and the judge dismissed that case.

But I can, without violating any of the neutrality laws, say that "The Three Friends" is one of the trimmest little crafts that every showed her heels to another, whether warship or what not. She was built right here in Jacksonville, in 1895, on lines gotten up by myself, improving upon other tugs upon the St. Johns River. She is staunch, and behaves herself well in a heavy sea. She makes easily, when properly trimmed—well, a good many knots an hour. While she was being built the Cuban colony in Jacksonville took the liveliest interest in her. Somehow the word got out that she was being built for the filibustering business, and every day the Cubans would come down to the shipyard and examine her and comment on the probabilities of her success in the mission they had mapped out for her.

Last winter she was visited by hundreds of tourists, and each one had a kind word to say about her, all imagining that she was regularly engaged in the filibustering business from Florida to Cuba.

Her name has a history. While she was being built her three owners, George A. DeCottes, my brother, Montcalm Broward, and myself found it difficult to agree upon a name for her. Finally we agreed to sell the privilege of naming her to the highest bidder and Mr. Charles M. Ellis acted as auctioneer. Bidding was spirited for awhile and the privilege was finally knocked down to Mr. DeCottes for $80.00, and he, in honor of her owners, named her "The Three Friends."

The above letter was dictated by me and printed in the "Florida Life" in November, 1897.

NAPOLEON B. BROWARD.

First Trip of The Three Friends

(The following story was written recently by me, and covers the first trip of "The Three Friends." There were

seven other trips of that steamer. The other trips were attended with many dangers, being fired upon by two Spanish gunboats on one occasion and chased several times. On the last two trips she was commanded by Capt. W. T. Lewis, Capt. O'Brien, better known as "Dynamite Johnny," and Capt. E. S. Tuttle. The engineers were Mr. John Dunn and Mr. Amander Parsons. On all of the trips we either had in charge of the Cubans Dr. J. D. Castillo of Santiago, or General Nunez, now Governor General of Havana Province. The executive ability of General Castillo and General Nunez was only equaled by their self-sacrificing devotion and sublime patriotism and fortitude.

NAPOLEON B. BROWARD.)

One day in the month of February, 1896, two Cuban patriots, accompanied by an interested friend, Mr. C. B. Barnard of Tampa, met by appointment with Mr. J. A. Huau, Cuban-American, Mr. J. M. Barrs, attorney, and Capt. N. B. Broward, in the cigar factory owned by Mr. Huau.

Here a contract was discussed between Messrs. Huau, Hernandez, Freeman and Barnard, on the part of the Cuban revolutionists, and Messrs. Barrs and Broward, on the part of The Three Friends, to take to Cuba a company of Cuban patriots under the command of General Enrique Colasso, and, also, to tow over on the same trip the schooner Stephen R. Mallory of Cedar Keys, laden with arms and ammunition.

By taking them on the Three Friends and towing the schooner loaded with munitions of war, it would avoid a violation of the law against "carrying an armed expedition into a foreign country with whom we are at peace." Of course the owners of the Three Friends were desirous of avoiding any violation of the United States Statutes.

When the provisions were agreed upon, a contract was quickly drawn up by Attorney Barrs and, as soon as two of her owners, Mr. Geo. A. DeCottes and Capt. Montcalm Broward could be consulted, it was signed.

THE EXPEDITION IN HIDING IN TAMPA

General Colasso and his staff of Cuban patriots were in hiding at Tampa. Sixty-five of his men were on the little schooner Ardell lying behind the Florida Keys. These Keys or islands begin near Miami, and continue in a southwesterly direction for two hundred miles. They vary in length from a few hundred feet to thirty miles. Behind the first, or seaward, row, there are numbers of small islands, with narrow, crooked channels between almost innumerable sand bars, which make it almost impossible for revenue cutters to catch the small vessels, once they get behind the first row of keys.

Seaward from these is Hawk Channel. This is deep

enough for boats drawing eleven feet of water. It has shoals of coral rock outside of it, with occasional channels between them. The water here is so transparent that bottom can be seen sixty feet down and vegetation of varied hues, large fans, many feet in width and two to six feet high, reflecting all the colors of the rainbow. Looking down through a water glass, one will frequently jerk one's head up, as some hugh rock comes nearly to the surface of the water. Around these, many beautiful colored fish, striped and spotted, are hovering to keep out of the way of larger ones.

The islands are composed of coral rock, with a very thin covering of rich soil which supports a very dense growth of hard wood. They are sparsely inhabited by a prosperous, sturdy people, who are engaged in farming, fishing and gathering sponges.

PREPARING TO EMBARK

Gen. Colasso and his staff were in the house of a friend in Tampa, with Pinkerton detectives constantly on the watch for them. The arms and the ammunition were in a warehouse in Cedar Keys, they also, being closely watched by Pinkerton detectives in the pay of Spain and "Uncle Sam."

Mr. Z. P. Freeman was at once sent to Cape Sable in search of the schooner load of men. He was to tell them that, though they had been twice disappointed in the non-arrival of the expected steamer from New York, and twice driven from the Florida Keys by revenue cutters, that now, at last, a contract had been made with the Three Friends to take them to Cuba.

Another messenger was despatched to brave Captain Elliott, telling him to secretly load on his swift little schooner, Stephen R. Mallory, the arms and ammunition that was lying in the warehouse at Cedar Keys. Captain Elliott and his crew, aided by our sympathizers of the Cuban cause, successfully loaded the schooner on a dark, rainy night. She started at once on her trip to Caesar's Creek, where she was to be joined by the Three Friends. Caesar's Creek leads to the place where the treasures of pirates are supposed to be secreted.

When off the coast near Tampa, the Mallory was chased by a United States revenue cutter, McLain, but she succeeded in making her escape. The McLain succeeded in capturing another small schooner, before she could transfer her load of arms and ammunition to the Mallory. This little schooner was towed into Tampa, after having been hove-to by a shot across her bow. There she unloaded, and her cargo was shipped to Jacksonville, marked groceries, and consigned to John G. Christopher, who was, at that time, a wholesale

merchant; his goods occupying a warehouse on one of the wharves. Upon the arrival of the cargo in Jacksonville, Mr. Huau notified General Colasso in Tampa.

PINKERTON DETECTIVES OUTWITTED

In the night a closed carriage drew up to the house, in Tampa, where Gen. Colasso and his staff were secreted, shadowed by detectives. The General and his staff quickly entered and were driven toward Port Tampa. At a point agreed upon, the party, except one, jumped out; he drove on toward Port Tampa and there boarded the ship just starting for Key West. The detectives following him boarded also and were soon out at sea, they feeling confident that they were close to the wiley General. Imagine their chagrin, could they have seen the General and his staff leave the carriage, in the darkness, and enter another which took them twenty-five miles to Plant City, where they boarded the northbound train.

Before daylight next morning, they got off at Orange Park, twelve miles from Jacksonville, where they were met by Alfonso Fritot, the gallant gentleman who rendered such valuable service to the struggling Cubans. He took them in a naphtha launch to Clark's Mill, Jacksonville. They drove from here in a closed carriage to the residence of Mr. J. M. Barrs at daybreak the following morning, where they remained secreted while the frustrated detectives stood around on the deck of the steamship at Key West, watching for the General to go ashore, which he failed to do. As the ship was leaving Key West for Havana, the detectives stepped off and wired Jacksonville and Tampa that they had been outwitted. At once Mr. Huau's house at Jacksonville, and Mr. Figarado's, at Tampa, were closely watched.

The steamer Three Friends, lying at her dock, was being rapidly overhauled and everything made ready for her long trip. Preparations were made without attracting much attention, but when she took on a hundred tons of coal, sixty barrels of water, provisions enough for a small army, and erected two pair of heavy davits, the Spanish Vice-Consul, Senor Hariatague, could be seen looking at her in a very interested manner.

A RAPID DASH TO THE OPEN SEA

The night of the 11th of March was cold, dark and cloudy. After dark the Three Friends, with full crew aboard, hoisted on a naphtha launch and two very large yawls, then rapidly but silently she moved to the Christopher warehouse. Here every man worked as if his life depended upon getting the cargo on board in the shortest possible time.

From here, it was but a short run to DeCottes' mill, three

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miles down the St. Johns River. Here Gen. Colasso, Col. Hernandez, Duke Estrada, Messrs. J. M. Barrs and A. W. Barrs, and that faithful Cuban patriot, Mr. Huau, impatiently awaited her coming. Those departing and those left behind parted with many expressions of friendship and good will.

Capt. Broward, in a deep whisper, gave the order, "Cast off your lines." Then calling to the engineer, Mr. John Dunn, "Give her full speed ahead," the Three Friends plunged into the darkness and was lost to sight, driving rapidly down the river to the ocean twenty-five miles away, making such speed that the small fishing boats along the river were thrown violently upon the platforms, or else high up on the banks.

REVENUE CUTTER IN HOT PURSUIT

Although the departure was made with the utmost celerity, the Spanish Vice-Consul notified the Collector of Customs that the Three Friends was gone, and that there was something suspicious about it. The Collector despatched a messenger to Capt. Kilgore of the revenue cutter Boutwell, to catch the Three Friends. Capt. Kilgore started at once in pursuit, with his revenue cutter, and made inquiries as he went, of the fishermen along the river.

One fisherman at New Berlin trying to launch his boat from the platform where she had been thrown by the passing steamer, said: "Some darned boat passed here, throwing my boat up on the platform; and if she kept on at the same rate of speed she will by now have reached a place too hot for you to catch her in." The Boutwell proceeded on her way to the mouth of the river. Here she asked the keeper of the pilot boat whether the Three Friends passed during the night. "God knows what passed here; something the color of blue dawn, with her forward deck piled high with boats, and her after deck filled with boxes, or something of the kind. The swell she made in passing washed our decks and floated our boats."

THE THREE FRIENDS IN DISGUISE

Capt. Kilgore turned his boat and proceeded back to Jacksonville in time to hear the newsboys, along the street, calling at the top of their voices, "Morning paper, tell you all about the Three Friends going to Cuba with Gen. Colasso and the whole Cuban army aboard!" By this time, could Capt. Kilgore have seen the Three Friends, he would not have known her. In place of white, she had donned a coat of steel-gray paint. Her name boards were turned inside out and bore in great white letters this name, "The Ox." She was fifty miles southeast of St. Johns bar on her way to Caesar's Creek, three hundred and fifty miles away, to meet the schooner Stephen R. Mallory.

The day passed without incident. The engineers carefully adjusted caps on the journals of the engines, adjusted the keys on the three crank brasses of the main engines, leaving them the least bit slack to avoid the possibility of heating, in case we were met by some Spanish or United States cruiser and had to drive hard to prevent capture. We use the word "met" because we were not afraid of anything overtaking us.

The boys kept a steady lookout from the top of the pilot house for spooks in the shape of cruisers, battleships, revenue cutters, or in fact anything with a smoke stack in her. They adjusted and readjusted their glasses continually, trying to find the best place to mark them, so that they would not need to be adjusted in time of excitement. While the boys were thus busily engaged, our Irish engineer, who could not resist the temptation to gibe them a little, called out: "Better make those glasses fast to your hands, for if you should sight a Spanish cruiser, they'll look so small you'll be wanting a megaphone to look through instead. (A megaphone is a speaking trumpet about four feet long.) Some of you will be speaking through spy glasses and speaking through megaphones."

THE FIRST DAY OUT

Gen. Colasso and his staff walked around the boat for some time but they finally all settled on the mahogany bitts in the bow of the boat. A small number of porpoises had, for some time, been playing around the bow of the steamer, in the spray and waves made by her rapid progress through the water. These the Cubans watched with quite a show of interest, discovering at the same time a rainbow, which the condition of the weather and the water caused to hang directly over the Three Friends bow. This the General and his staff took to be omen of success for this fight they were making for liberty. Many expressions of satisfaction and joy were heard, concerning their good fortune in being at last out to sea and on their way to Cuba. Gen. Colasso was heard to say: "We are fighting for political liberty and the right to worship God as we please."

Finally the steward rang the bill for dinner. Much chaffing formed a feature of the meal. Single men were joking about the sweethearts left behind, married men were teased about their wives, chances for better men, should the Spaniards catch us. After dinner, the Captain and crew were all treated to cigars by the Cubans, and such fine ones that we all wished for days when we might enjoy nothing else but cigars of this quality.

Afternoon drew to evening, and then the night settled down. Many realized for the first time the sensation of darkness upon the sea. All was quiet on board 'till about nine that

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SUCCESSFUL MEETING WITH THE STEPHEN R. MALLORY

Nothing worthy of mention happened during the night. Toward daylight the wind sprang up fresh from the northeast, and with it came a sharp sea, on which we rolled and tumbled until that afternoon, when we entered Hawk Channel, off Cape Florida. Near where Caesar's Creek flows into Hawk Channel, at a place called Elliot's Key, we saw a schooner anchored. This schooner was found to be the Stephen R. Mallory. We anchored and sent a small boat to the schooner, telling Capt. Elliott that the Three Friends would proceed south at daylight, for him to follow with the schooner and we would both anchor near Indian Key. We selected Indian Key as a convenient point for getting under way quickly, as one of the revenue cutters was patrolling the coast and the Friends and Mallory might be compelled to put out to sea on short notice.

The wind was blowing a gale from the northeast and the waves were running very high. When near Turtle Harbor we saw a strange steamer putting out to sea in face of the storm, being washed fore and aft by the waves. On getting out to sea, the strange craft headed parallel with our course, just outside of the reef, while we were just inside. Much to our satisfaction, we soon found by close scrutiny that the strange steamer was none other than the famous Cuban filibuster, the Commodore, she had taken us for a revenue cutter and was trying to outrun us, and we, believing her to be a Sapnish gunboat trying to shadow us, had been driving at a rapid rate of speed, determined to pass her and get far enough ahead to cross her bow at a safe distance before night, as, should the Winona, the revenue cutter patrolling Hawk Channel, show up to the westward, and this prove a Spanish gunboat to the southward, with the Florida Keys to the northward, we would be compelled to run back to the eastward, which we did not want to do. In this event, the supposed Spanish gunboat would have the advantage of the Gulf stream current, aiding him about three knots an hour. Although we soon made her out, she was not so fortunate in determining the character of the Three Friends, as she was a comparatively new boat and known to but few sailors. As soon as we headed the Commo-

dore, she turned off at right angles and headed for the Bahama Banks, in a southeasterly direction.

The crew on the Mallory had become so alarmed at their position, that they had spread every yard of canvass that her spars could hold and she was coming on like a thing of life. In fact, she was so buried in the water by the pressure of the winds on her canvass that all that was visible of her were her sails and spars.

About ten o'clock the Three Friends rounded to and anchored close to Indian Key. We immediately lowered our naphtha launch from the davits, and Mr. A. W. Barrs, Col. Hernandez and Capt. Lewis jumped in. They proceeded with all speed through the crooked channel, between the numerous sand bars, that they might get into the wide waters of the Gulf of Mexico before night. Then she could continue on during the night to where the schooner lay anchored with her load of Cuban patriots, who had been waiting so patiently for so many days. Lack of comfort on a small schooner, sixty feet long, for sixty-five men, is very great.

CAPT. ELLIOT STRICKEN WITH PARALYSIS

The whole crew alternated in watching on the Mallory and Three Friends through the night and until five the next afternoon, when we discovered our launch returning. By looking far beyond her on the horizon, we could see a schooner heading our way. Capt. Elliot of the schooner Mallory, stood with the spy glass in hand watching the approaching vessel, as did also Capt. Broward, of the Three Friends; then with raised voices they discussed the situation. Suddenly Capt. Elliot disappeared down in the cabin of his vessel. Soon after Capt. Broward was notified by one of the crew of the Mallory that Capt. Elliot was very sick. Going on board, to his keen regret, he found Capt. Elliot to be violently stricken with paralysis.

Returning to the Three Friends, he told Gen. Colasso the sad and disturbing news, also informing him that he would not tow the Mallory to Cuba with her captain so desperately ill, but that he would take the Mallory alongside and load the arms and ammunition she carried onto the Three Friends. The General said, through his interpreter: "As you please, Capt. Broward, we rely upon your judgment." The Mallory was unloaded with considerable difficulty, on account of the rolling and pitching of both vessels in the choppy sea of the channel. By four in the morning, the unloading of the Mallory was completed, and she started on her way as rapidly as she could toward Key West. The crew hoped to reach Key West before death seized their brave captain, but al-

though a Cuban had supplied them with medicine for the captain's relief, he died that evening before the vessel reached Key West.

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THE THREE FRIENDS TAKES ON A CARGO OF PATRIOTS

Immediately upon the departure of the Mallory, the Three Friends raised her anchor and ran alongside of the schooner Ardell, took the Cuban patriots on board, who had for several months been subjected to many hardships and privations—mosquitoes not being the least of them. For much of the time they had been piled up on board of the little schooner, sleeping on deck, and eating such food as could be cooked on one little stove.

As soon as they were all on board, they called "Goodby" to Mr. Freeman and the captain and crew of the schooner, while the tugboat headed south across Alligator Reef to the open sea. Once out over the reef into the open sea, the sun just rising above the horizon, we gave three long blasts of the whistle, and three loud cheers for "Cuba Libra," then all partook of a good breakfast. After shaking hands all around and becoming acquainted, we began discussing victories on the battlefield and the new republic, none of us at that time being able to even imagine the privations and horrors that were in store for a million and a half of people, whose greatest crime was a desire "for political liberty, and a right to worship God as they pleased." And why not? Did not the citizens of their great sister republic fight for the same privilege?

At about eleven in the morning we came in sight of Double Headed Shot Keys. Capt. Broward told Gen. Colasso to get his men ready, as he would land that night. "Why," said Gen. Colasso, "so quickly, Captain? My people have generally been on shipboard, trying to land and being driven off, for days and sometimes weeks. What time will we be there?" The captain told him that we could be there by night, if we dared to, but that we would have to stay out of sight of land till after dark. The General then asked that if we had time to spare, to run further to the eastward, where we could look around Salt Key for a schooner that frequently took small quantities of arms and ammunition that would be buried on Salt Key by patriots, being dropped by small boat loads from passing ships on this isolated key. We looked, but no schooner was there. Our spare time being used up in this way, Capt. Broward shaped a course for near the lighthouse at Cardenas on Key Pedro. The light was sighted about nine that night, the light bearing south southeast about ten miles.

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ALMOST WRECKED IN THE BREAKERS

Under the agreement with the General, the pilot Santos was to take charge at this point and steer the Three Friends to the landing point. It was rainy, now, and quite dark; quite a fresh breeze was blowing from the northeast. To the south and west the whole skies were colored with lights from great fires, supposedly from the burning cane fields. Upon taking the wheel, Santos headed the boat south, whereupon Capt. Broward ordered him to change her course to southwest. The Cuban objected, but obeyed the order.

In the course of a half hour Santos again headed the boat south, insisting that he was twenty miles west of Pedro lighthouse, as he was out of sight of it. Capt. Broward tried to explain to him that he could not see the lighthouse because of the heavy rain that was falling and not on account of the distance from the lighthouse. He insisted upon running the boat further to the westward, but finally he yielded to the pilot, as far as the course of the boat was concerned, but he stopped the engine and told the mate to throw the lead.

The first time that the lead went overboard the response came from below: "No bottom;" next was "Twenty-four feet." The captain rang "Full speed astern," but before the headway of the steamer could be stopped, her bow was in the breakers, in twelve feet of water. He continued to back the boat until she was in twenty-four feet of water. Then the pilot said: "This is the place where we desire to land." The anchor, prepared with a rope cable, was soon lowered to bottom and the steamer swung around. Meanwhile the crew had not been idle. The cargo had all been hoisted on deck, and everything made ready to assist in the landing as soon as the word was given. The lifeboats were speedily lowered into the water. Gen. Vasques and Chas. Silva, with five other Cubans, manned her and started for the shore on a reconnoitering expedition.

LANDING IN FULL VIEW OF THE ENEMY

Instead of waiting for the return of this boat, the pilot ordered the other boats launched and loaded. This done, fifteen Cuban troops started for the shore in each of the large boats, together with large quantities of arms and ammunition. They had only been gone a few minutes when two men returned with the first lifeboat, and reported that we were off a Spanish town; that the large building, just visible in the darkness 100 yards on our starboard side, was a Spanish fort. He also reported that Gen. Vasques and four men were guarding the door to the fort, hoping to keep the guard from coming out. The three large lifeboats had filled with water as

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LANDING IN FULL VIEW OF THE ENEMY

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they struck the beach, and one of them had gone to pieces. The Cubans were then diving up the arms and ammunition, and digging holes along the beach with their machetes, in which to bury them.

The General at once ordered Col. Hernandez to go ashore with the steamer's lifeboats and bring back with him the Cubans that had landed. This information was interpreted to Capt. Broward by Col. Hernandez, as was also the information that the pilot had missed the landing place agreed upon, by a distance of two miles, where they were expecting a conjunction with Gen. Lacrett's force. He suggested to Capt. Broward that they would try to get the men back and attempt a landing the next night. Capt. Broward suggested, however, that the Spaniards would be so much on the alert the next night that a landing anywhere in the vicinity would be impossible, and he added further that if it were a Spanish town, by landing the whole force of Cubans they might make it a Cuban town before morning. The General responded, "We will go ashore."

MOST REMARKABLE CHIVALRY OF THE CUBANS

When the decision was made, Capt. Broward ordered his men to man the boats; this the sailors declined to do. Then the Captain offered to give the Cubans his two boats, but Duke Estrada, noticing the name "Three Friends" on the boats, said: "That will not do, Captain, the Spaniards will apprise your government, when the boats are found, and it will give you away. Your steamer will be seized and this fact will be used as evidence against you." Capt. Broward then ordered the name scraped off, but the name was found to be upon the oars and bailer buckets as well. They all insisted that the Captain was taking too much risk.

This chivalry and solicitude on the part of the brave Cubans prevailed, and Capt. Broward exclaimed: "I will row you ashore myself." Immediately Mr. Patterson, the second engineer of the Three Friends, spoke up: "If you are going, I will go with you." Then the two sailors spoke up: "We will go, captain, if you will send us in separate boats, but we have a quarrel and will not go in the same boat." Capt. Broward cheerfully supplied each with a boat. They each took nine Cubans and rowed them to shore; then, returning, took nine more, which made an end of the party.

These last had scarcely left the steamer a moment on their perilous journey ashore, when the search light of a small gun boat was thrown on the beach, revealing to the Spaniards the presence of the Cubans on the beach, engaged in burying their arms and ammunition. The Spaniards at once opened fire on the Cubans, while the Cubans fired, in

turn, on the searchlight of the gunboat. The light went out immediately. Whether the lens was broken by the Cuban fire, or whether the men on the gunboat thought it wisest to put out the light, we did not know. By this time the whole beach was lit up for a distance of several hundred yards, by the fire of the Cuban and Spanish magazine guns.

THE THREE FRIENDS IN CLOSE QUARTERS

This was exceedingly interesting to the captain and crew of the Three Friends. The men on board all got their guns ready to repel boarders from the gun boat. Capt. Broward ran to the pilot house for his, but while there, by the aid of his spy glass, he discovered a large gun boat off the port bow about a mile. He rushed aft on the upper deck, and called to the men below: "Do not use your guns; the fire will attract the attention of a large gun boat on our port side. Get your axes and lie under the bulwarks. If this small gunboat attempts to board us, use them. I promised the sailors that we would not leave them on the beach. Rather than do it, if capture is imminent, I will beach the boat and we will all fight together."

Just then the two boats came alongside, the men pulling with all their might, as one would expect men to row with bullets flying over their heads from many directions. They were just landing the two boat loads of Cubans, within thirty yards of the fort, when the firing began. They left neither friends nor relatives on shore, and their chief desire at this moment was to get back to the United States.

A RACE FOR LIFE

Capt. Broward gave the quick commands, "Make the first boat fast to the davits, second fast to the first. Lewis, cut your anchor cable. Dunn, go ahead full speed." And the race for life had begun. I say "race for life," because it meant that, in very truth. Every man on the Three Friends had heard how Capt. Fry and his fifty-eight gallant men, the crew of the ill-fated filibuster Virginius, had been captured and shot by the Spaniards, in the early 70s, for work very similar to ours.

The Three Friends was running parallel to the line of coast, slightly to the northeast, the large Spanish gunboat was headed east, across the Three Friends bow. The Spaniard was on the outside of the bay, the Friends still on the inside, and the first streak of light was visible on the eastern horizon, indicating approaching day.

Just above this, and across the whole heavens, there hung dark clouds. A slight rain was falling. In the darkness, the salt spray from the side and bow of the boat made a streak of bright phosphorescent light. Mr. A. W. Barrs had his

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overcoat wrapped around the binnacle light, leaving only a spot about the size of a dollar visible to Capt. Broward, by which to steer his boat. Nearer and nearer the two steamers approached each other. The Spaniard having the shorter course to run, held his comparatively small opponent an easy prey.

WONDERFUL ESCAPE OF THE LITTLE FILIBUSTER

Capt. Broward at last gave this order to the mate: "Line all the men up on the port side and have them ready to get in the boats." "What do you intend doing?" Capt. Lewis asked. Capt. Broward responded: "I shall run into him as we head, and I believe that both boats will be sunk by the collision. We will have the advantage, though of having our boats overboard and our men ready. He will have to lower his, and I believe we can get the start and beat them back to the Cubans we have just landed."

On getting nearer to the Spanish cruiser, Capt. Broward put his wheel hard a-starboard, and the Three Friends turned at right angles and headed west. The northeast wind blew the smoke of the Three Friends back into the bay and the Spanish cruiser, believing that she had doubled on her track, turned her bow toward the bay. The Three Friends' course was then altered to the northward and headed out of the bay. In another moment they were both lost to each other in the darkness and rain.

HOW THE CUBANS FARED

The Cubans ashore were driven from the town, but were met by a detachment of Gen. Lacrett's men who heard the firing. Thus re-inforced, they returned and captured the Spanish garrison on the beach, engaged in hauling the Cuban war materials from the beach into the fort. This done, the Cubans scattered through the town, making themselves more comfortable by replenishing their scanty store of food and raiment. Suddenly they were startled by the roar of cannon and rapid fire gun.

In the confusion that followed, the Spanish troops escaped into the fort from the small Cuban guard placed over them. The gunboat that was trailing the Three Friends, as she thought, but was in reality following her receding smoke in toward the bay, was met by her smaller consort who had discovered the Cubans on the beach an hour before, burying their arms and ammunition in holes around the fort. It was the combined cannonading of these two gunboats that now drove the Cuban patriots from the town.

The Cubans too well remembered the total destruction of a similar expedition, landed at this same point, during the ten years war in the early '70's. This point is a narrow neck

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of land, seaward from Cardenas and Matanzas. The Spanish troops, starting from Cardenas and Matanzas cut them off and killed every one of them. These Cubans knew there was no time to lose, consequently they immediately started to get off this neck of land to the broad country beyond.

The Spaniards started out from Matanzas and Cardenas as soon as they heard the firing, knowing the enemy must be on this strip of land, not knowing that they had Lacrett's army also to reckon with. The Spaniards were repulsed next day with considerable loss.

THE THREE FRIENDS SAFE IN KEY WEST

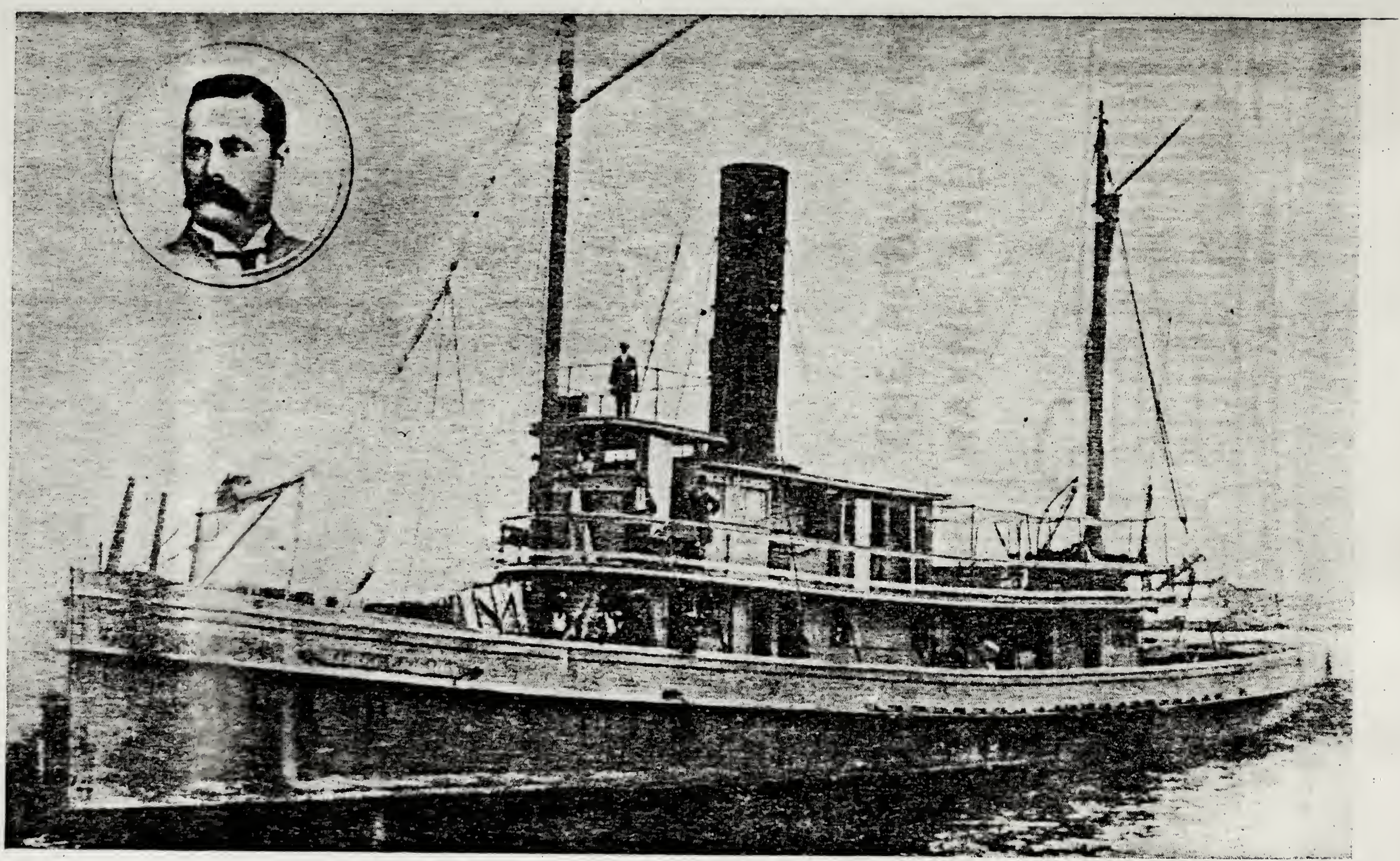
The Three Friends, after dodging the Spanish cruiser, made straight for Key West. Suddenly the morning star shone between the rifts of cloud. The engineer, seeing it first, rushed along the gangway to the pilot house, throwing a tin plate and spoon overboard on his way. "Throw the cargo overboard and lighten the ship. The Spaniards are upon us," he exclaimed. There was a lot of cargo on board that had not been landed. He rushed to the pilot house. "Captain," he cried, "see her headlight there?" All turned breathlessly toward this orb, when the Captain said: "The morning star."

After this little scare the cargo was put below, all empty boxes were thrown overboard and the decks were washed clean. By twelve o'clock the Three Friends arrived in Key West, anchoring in the harbor. She was immediately boarded by the officers from the revenue cutter, and we were asked what we had on board. Capt. Broward told them that we were loaded with coal, water, arms, ammunition, picks and shovels." "Well, you are very frank, to say the least," said one of the officers. "Who does the cargo belong to?" "It is consigned to Mr. A. W. Barrs, who is on board," Capt. Broward said. As Mr. A. W. Barrs had the right to own arms and ammunition they could take no exception.

Capt. Broward at once reported what had taken place to Mr. Poyo, a Cuban patriot member of the local junta at Key West, who in turn wired Mr. Huau at Jacksonville.

NAPOLEON B. BROWARD.

(The end of the first one of the eight trips made by the Three Friends.)



The Tug "Three Friends" and Captain Napoleon B. Broward During the Cuban Filibustering Days.